

## Entimations.







Tutong and Balat people are equally desirous of continuing under the Sultan's rule. The Sultan's court is at Tutong. The Sultan's territory, and the Rajah would like to annex them as they also are valuable sago districts. He has had agents there trying to stir up strife, but without effect. The people go and come between Labuan, and all of them I have asked have nothing to complain of in the Sultan's rule. For some time past I have noticed in the *Sarawak Gazette* reports from the resident of Limbang, Mr. Ricketts, of alleged outrages on subjects of Brunei by the Pangloss and Government, such as taking their buffaloes and lands away, selling their women, etc., etc. I have been to a lot of trouble to make special enquiries as to the truth of these reports and find they have been invariably manufactured in Limbang or in Kuching. This may be modern diplomacy, but it is nothing more than rascality all the same. News just says the rebels have sacked and burnt Mengatong close to Jesselton and Gantian, an outpost station with police, who have bolted. Gantian's turn may come next.

### THE KUDAT COUNTER-RAID.

In our last issue, says the *B. N. B. Herald*, we furnished our readers with certain particulars concerning the attack upon Kudat which, if the arrival of the Governor at Sandakan and the dance given by the P. M. O. be excepted, was the only event which served to break the monotony of an obstinately rainless April. To-day, owing principally to the return of the Commandant to Sandakan, we are able to give some further information as to the action which has been taken to write the disclosure of the Government big up upon the villages whence the raiders drew their greatest numerical strength. That this should have been accomplished without the shedding of a drop of blood, or any breach of the peace, is in itself a matter for satisfaction.

The clerk Arsal, who was the first to warn Kudat of the approaching danger, arrived to the value of his previous services by bringing in certain information which pointed to the fact that the defeated raiders, or at any rate those of them who belonged to the Hanun villages, were concentrated in one or two villages near the southern extremity of the Kudat Peninsula. This was duly reported to the Governor, and on May 19th, the *S.S. Labuan* left Sandakan carrying with her Mr. and Mrs. Clifford. The *Labuan* reached Kudat on the 20th May, and on the 21st, she suddenly departed with a body of Indian police and Dyaks under the command of Captain Harrington. Mr. Malcolm accompanied the force, with which also went the Resident of Kudat to see fair play in his capacity of political officer. On the morning of the 23rd the *Labuan* returned to Kudat from her cruise, bringing with her, in addition to her original complement, a company of thirty prisoners. The latter were marched off to the boat, where they found several of their friends already awaiting them. It is believed that there had not been so many of the raiders together under one roof since the memorable night upon which they made their futile attack upon unoffending Kudat.

Told thus baldly—and we have already enlarged considerably upon the curt descriptions afforded to us by the Commandant, whose tactful modesty on occasions such as this is well known—the affair seems hardly to warrant record as an event; but, looked at with the seeing eye, much may be discovered to lie hidden behind this barren statement of un picturesque fact. The *Labuan* with her compact little force, packed somewhat after the manner of sardines in a tub, steamed quietly away from Kudat in the afternoon, and it was not until midnight that she found herself on the west coast of the Peninsula some miles to the north of Pendasan. Her lights were out, her movements were slow and stealthy; with the ironical turning of the tables, which only the passage of long years can bring about, the descendants of the old Hanun pirates were being stalked in the dark by a white man's craft, much as in bygone times the vessels were dogged by the ends by those rovers of the sea. The coast was not one with which the master of the ship was acquainted, but with his usual pluck and skill Captain Pfort navigated her close in to the land. At a distance of about half a mile a light was visible on the shore, and two boats were sent off, manned by Dyaks to swoop down upon the men who might be watching in the vicinity of that fire. The men rowed silently, and landed above and below the point on which that tell-tale light was burning, but when they closed in around it they found that a small camp, of which it was the centre, had been recently evacuated. The one occupant was a buffalo tethered and saddled. On receiving the report of the Dyaks the Commandant at once landed his force, and with the aid of guides, whom he had brought with him, started inland for the village of Luda, the objective of the expedition. After about an hour's marching through abominable mangrove swamps a halt was called, and scouts were sent in the direction of the village to discover whether, in truth, the alarm had been spread by the fugitives from the camp upon the beach. Here a miserable hour was passed, all hands squinting as best they could upon the slinky mud-banks of the swamp. Overhead the moonlit sky was heavily obscured by the tangled branches of the mangrove trees; below was stagnant water, foul and evil-smelling, and comfortless twisted roots which would not suffer a man to sit or rest with ease. The insistent longing for sleep was heavy on the waiting men; the gloom of the place was a thing tangible; the silence, made up of half-heard sounds from tree and bird and insect, grouped up as with an invisible hand; now and again it was rudely broken by the jingle of arms and accoutrements, as first one man, and then another, fell a prey to slumber, and then off his comfortable couch he tumbled, and lay in a mud at his feet. And with a cruel slowness the minutes dribbled by, filled for the Europeans with weariness, anxiety and suspense.

At last the scouts returned. They had been unable to ascertain whether the village was occupied or deserted, but if occupied the alarm of the coming of the force had certainly not reached it. The march was, therefore, resumed, and just as the dawn was breaking the straggling village of Luda, which has one leg on the near and the other on the far bank of the river of that name, was carefully surrounded. Moreover, it was occupied. As soon as the alarm was given frightened men and women awakened from the slumbers which are mistakenly supposed to be the exclusive prerogative of the just, began tumbling out of the narrow doorways, bearing knives in their hands, and stood stupidly staring at the cordon of armed strangers which was ringed about them in the light of the new-born day. The surprise was complete; no attempt at resistance was possible; and the local Chief, much flustered by this sudden collision between himself and the unexpected, and conscious of the fact that he personally had not visited Kudat with his raiders, and hardly first breath quickly enough to shout out the names of his guilty friends, and had not even sufficient presence of mind to omit that of his own son. Reading from the list which he had brought with him from Kudat the Resident called over a long string of names of the persons who were so unfortunately to be "waited," and their bearers having been identified, were taken into custody. The party then dismantled the village, gave some sage advice to the Chief,

and returned with their captives to the ship. She at once got under way and steamed down the coast to Pendasan. Here the force landed again, and the village promptly hoisted a white flag in token of submission. A number of important arrests were made here, the work being facilitated by the fact that the Chief is a man who has always been loyal, and when some arms had been taken possession of, including a couple of the Government rifles looted from Gaya, the ship started back up the coast.

At about three o'clock in the afternoon the vessel moved off the spot whence a short walk brings you to the village of Laya-Laya. The landing of the force was delayed for some time by a violent rain squall, but at about 4.30 p.m. the men were transported to the beach, and before sundown the place was surrounded without the inhabitants being made aware of the proximity of the force. Then followed more arrests, and more disarming, and the deserted village of Kenyong having been visited and found still untenanted, the whole party returned to the *Labuan*. It was seven o'clock at night, and the men had been out for a long and fairly hard day since before midnight on the previous evening. That spells fatigue of a substantial quality, but the work accomplished was satisfactory and sleep is never made less sweet by the memory of labours that are passed.

The only matter for regret is that Kamunta, the Hanun, was not found in any of the villages, though strong hopes are now entertained of his capture. He and Si-Lang-lap are at present the only two prominent men remaining at large, and the latter is suffering from a severe gunshot wound. Raja Panji, Dato Ali, Shaiti Abubakar, and several other leading chiefs are all in Kudat gaol. The prisoners state that they lost thirty killed besides many wounded on the night of the attack, but these figures are probably exaggerated. So far only eighteen bodies have been accounted for.

We have given prominence to this affair partly because we consider that the Commandant's expedition was a neatly conceived and precisely executed little business which deserves to receive recognition, and to be placed on record to its credit, but also because it has a very real importance and significance of its own. It is somewhat in the nature of a new experience for the natives of the Territory to find that a white man's force is able to drop down upon them on occasion apparently from the sky, that the arms of the law are long enough to render the position of those who have been engaged in battering upon its face uncomfortably insecure, and that errors of judgment, such as joining in a raid on Kudat, are likely to be expensive to a large number of those who have been so unwise as to be guilty of them. An acquaintance with these useful pieces of information will tend, we trust, to make law-breaking on a large scale less popular in the future than it has been in the past.

As the proverb has it, "It is an ill road that brings nobody any good," and in this affair we are agreed. From first to last the attack on Kudat has brought the *Herald* in something like ten columns and a bit back.

### THE CRUISE OF THE "PORPOISE."

An interesting event during the cruise of H.M.S. *Porpoise*, which returned to Sydney on the 28th May from the South Sea Islands, was the hoisting of the British flag on Savage Island, in the presence of the leading chief and the white residents. On the flag being hoisted a royal salute was fired, and there was much rejoicing. The *Porpoise* reports that Falcon Island has again appeared. In 1893 the *Porpoise* looked for the island, but failed to find any trace of it. A report has been sent to the Admiralty to the effect that during the present cruise a look-out was kept for the island, which was discovered.

### A FAMINE IN PAPER.

During the past few months the output of paper in England for newspaper purposes has been about 5,000 tons a week. Quite recently a fire at Siltingbourne cut the figure down to 4,500 tons.

For over six months there has been a famine of "cheap news," as the trade call the paper on which daily newspapers are printed. Mr. Fred. Bowater, of the firm of W. V. Bowater and Sons, the largest paper agents in London, has told a *Daily Mail* representative that during that period the price of "cheap news" has run up from 50 to 60 per cent.

"Coal," said Mr. Bowater, "is partly responsible for this remarkable state of things. The price of coal has increased from 50 to 60 per cent, and it takes from one and a half to two tons of coal to produce one ton of 'cheap news.' More highly finished papers need anything up to six tons of coal to produce per ton, but although 'cheap news' can be made with a ton and a half or two tons of coal, the coal item is very heavy, and the rise in coal has acted on the price of 'cheap news.'"

"But there is something more than the dearth of coal to account for the paper famine, and that is the lack of water power in Scandinavia last year, which reduced the output of Scandinavian wood pulp, of which 'cheap news' is chiefly made. So the newspapers have had to struggle, as it were, for 'cheap news,' and some of them have had to put up with quaint mottoes at high prices."

The enormous increase in the price of newspapers owing to the war has, of course, accentuated the position. The enhanced price of paper is much felt by the smaller provincial papers, many of which have for some time been circulating their agents, begging them not to order more papers than they can actually dispose of.

Now six sheds of machinery belonging to Messrs. Lloyd have been destroyed by a fire, the damage being about £30,000, and one-half of Messrs. Lloyd's power of production has been suspended.

### COBRA v. BULL TERRIER.

Mr. W. H. G. Leahy writes as follows to the *Madras Mail* from Candy Gode estate, Peermadai—On Wednesday last (26th May) I was called by my servant to the back of my bungalow shoot a cobra. My dog *Punch*, a bull terrier, well-known in this district for always tackling every snake he meets (he has killed several rat snakes), had tackled the cobra and broken its back, but was badly bitten himself in two places just above the nose. I shot the cobra, which had wriggled into long grass, and then attended to my dog, expecting he would only live for a short time. I bathed the parts bitten with a strong solution of ammonia, and then gave the dog real whisky. He went to sleep for 24 hours, his whole body shivering, and his veins going gold. I buckled about the left leg, below the knee. The heavy golden collar consists of twenty-six pieces, each in the form of a garter, bearing the motto, and from it hangs the "George," a badge which represents St. George on horseback, encountering the dragon. The "lesser George" is a smaller badge attached to a blue ribbon, worn over the left shoulder. The star of the order consists of eight points, within which is the cross of St. George encircled by the garter—*T. H. B.*

### ADVANCE WAR NEWS.

DATES TO THE 31ST MAY.

#### "How Roberts saved the Campaign."

In London, on the 31st May, the news of the rapidity of Lord Roberts' movements and the surrender of Johannesburg aroused both surprise and joy. The *New York Times* said that Lord Roberts had not merely saved the campaign but also saved the Empire itself. Other telegraphed items are—

Lord Roberts' troops, since crossing the Vaal River, have proceeded in light marching order, with half rations.

Refugees report that there has been a general looting of private houses in Johannesburg before the surrender, and that sanitation in that town has been completely neglected. There has been a great flight of foreigners from Johannesburg.

Several prominent Outlanders, who are well acquainted with the Witwatersrand and the adjacent country, have joined Lord Roberts at the front as guides and advisers. Many of the Transvaalers are indignant at the accumulated deceptions of their leaders, and are deserting from the ranks. The latest lie is to the effect that the British have commandeered all the children in India over twelve years of age for military service. It is also stated that the British are burning all the Boers' farms, and that they are exposing the women and children on the veldt. Many of the Free Staters have refused to enter the Transvaal.

Thousands of Outlanders desirous of returning to Johannesburg are registering their names. They leave for the Rand as soon as the necessary military passes have been granted.

#### The March to Mafeking.

The total number of casualties at Mafeking during the siege was 921. Out of 44 white officers 36 were killed and 15 wounded, while out of 975 men 61 were killed and 103 wounded, with 20 missing. Twenty-five coloured persons were killed, and 53 wounded. Among the non-combatants, most of the casualties were sustained by the natives of the Baralong tribe. Only four white non-combatants were killed and five wounded.

A banquet was held in Mafeking on the Queen's Birthday. General Baden-Powell declared that Colonel Mahon's march to the relief of Mafeking, averaging as it did 20 miles per day, eclipsed the march of General Sir F. (now Lord) Roberts to Kandahar in the Afghan campaign of 1879, as Roberts' column covered only 16 miles daily.

Thirty-two rebel ringleaders were captured by the British during Colonel Mahon's march to Mafeking. Some incriminating documents were also seized.

Commandant Snyman, who conducted the Boer operations against Mafeking, was wounded in the foot during the recent fighting. He has now retired from the conflict.

#### The Prisoners.

Lord Rosslyn, the correspondent of the *London Daily Mail*, who was recently captured by the Boers, has despatched a cable message to his paper from Pretoria. He says that Mr. A. Hay, the American consul, and some of the other consuls, fearing that there would be an outbreak among the British prisoners at Waterburg, obtained the release on parole of twenty British officers. The latter reassured the men, and announced their early release.

Two Australians who were captured, one at Colaba in Natal, and the other at Kensburg in Cape Colony, were treated by the Boers as common felons, simply because they were Colonials. They received only one pound of meat each per week and a small portion of bread. They escaped from Pretoria to Lobatse, and finally arrived at Mafeking after many narrow escapes. On one occasion the Boers were within three yards of the spot where the two Australians were hiding. They had little food, and at one time were without water for 48 hours.

The Rudyard Kipling Fund has provided one thousand kits for the British prisoners at Pretoria.

#### Miscellaneous.

Mr. W. P. Schreiner, the late Premier of Cape Colony, opposes the scheme put forward by the *London Daily Express* to establish a Hall of Heroes in London in commemoration of the war. He predicts that the British nation will yet deplore the war, which he declares was neither necessary nor inevitable.

Major-General Hildyard discovered several barrels of dynamite under the Town Hall at Newcastle on the re-occupation of the town by the British. Forty rebels surrendered to the British at Newcastle on the 28th. After having taken the oath of neutrality under penalty of death to observe it, they were allowed to return to their farms.

It was gabled on the 6th inst. that a Cape trooper named Smythe had been brutally treated by the Boers at Donkerpoort, the unfortunate man having been shot in the head, shoulder, and leg, and then left for dead. One of the Boers concerned in the affair was captured by the British at Clocolane and shot, after having been tried by court-martial.

The ceremony of the annexation of the Orange Free State to the British Crown was performed in the market-square, Bloemfontein, in the presence of an immense concourse of people. The proclamation was read by Major-General G. F. P. Pretman, the military Governor of the Free State. The proceedings, which were characterised by great ceremony, closed with cheers for Her Majesty the Queen.

In connection with the death of Sergeant Campbell, husband of Mrs. Patrick Campbell, the actress, at Hooch on April 5, it appears that he was killed while advancing to receive the capitulation of some Boers, who had shown the white flag. Lord Chesham, who was commanding the Imperial Yeomanry, threatened to shoot every Boer unless the man who had abused the white flag was surrendered. The Boers complied with the demand, and the murderer was summarily shot.

### WHAT A KNIGHT OF THE GARTER WEARS.

A Knight of the Garter dressed in the regalia is an imposing sight. He wears a blue velvet mantle, with a star embroidered on the left breast. His trunk-hose, stockings, and shoes are white; his hood and surcoat crimson. The garter, of dark blue velvet edged with gold, and bearing the motto, "*Honi soit qui mal y pense*," is slung to his waist by a gold ring, and is buckled about the left leg, below the knee. The heavy golden collar consists of twenty-six pieces, each in the form of a garter, bearing the motto; and from it hangs the "George," a badge which represents St. George on horseback, encountering the dragon. The "lesser George" is a smaller badge attached to a blue ribbon, worn over the left shoulder. The star of the order consists of eight points, within which is the cross of St. George encircled by the garter—*T. H. B.*

### INTERESTING DISCOVERIES.

A telegram from New York dated the 12th ult. conveys some very interesting news from Egypt. It says—

Professor Flinders Petrie has just reported the results of the past winter's exploration at Abydos and other store-houses of records of prehistoric times in the Egyptian desert. Fascinating, indeed, are the season's discoveries, for practically they add a thousand years to the written history of the human race. The records unearthed cover almost the whole period of the first dynasty of the Egyptian kings, heretofore regarded as more or less mythological and extending from 400 to 500 B. C.

Now we are able to handle royal drinking bowls from the palaces, to compare their art and carvings, to criticise the posthumous respect paid to each King and to feel much more familiar with the daily life of this age than we can with that of the Saxon kings. All this has come about through the careful study of three or four insignificant looking lumps of mud. The royal wine jars were sealed, and in most cases only bore the commonplace name of the King, which was not recorded in the lists of the kings, but some seals bore both names, and from these the actual tombs of the fifth, sixth and seventh kings of the first dynasty have been identified. Other royal tombs of the same group were those of other kings of the first dynasty. The discovery has also, by the style of the work and position of the objects of King Aha, led to this King being identified with Menes, the founder of the Egyptian monarchy.

### EMIGRATION TO MALAYA.

The Protected States of the Malay Peninsula, being anxious to recruit Indian labour this year in famine tracts, recently asked the co-operation of the Indian Government. The result, says *Indian Engineering*, is that voluntary emigration to the Straits can now go on all over India with interference or obstruction.

### SHIPPING REPORTS.

Capt. J. E. Farrell, of the steamship *Macbeth*, from Bangkok, reports—Fine weather during the passage.

Captain Kent, of the steamship *Takung*, from Chefoo, reports—Strong southerly wind and heavy head sea throughout.

Capt. A. Stewart, of the steamship *Ararat*, from Calcutta, Penang and Singapore, reports—Fine clear weather and dead calm from Singapore to port.

Captain A. E. Hodgins, of the steamship *Formosa*, from Swatow, reports—Fresh S.W. winds, moderate sea and fine clear weather to Reef Islands, thence to port fresh westerly wind, moderate sea and heavy rain. Vessels in Swatow—*Taiwan, Holwer, Pechili, and Chansang*.

### NOTANDA.

#### CALENDAR.

##### JUNE.

Meteorological means based on fifteen years' observations to 1895.

Barometer.....29.764  
Thermometer.....80.7  
Humidity.....83.0  
Rainfall.....16.496

##### TO-DAY.

WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.  
Barometer.....29.70 29.65  
Temperature.....79 78  
Humidity.....92 92  
Rainfall.....0.46 —

##### TO-DAY.

Friday, 29th June, 1900.

Chinese—3rd of 6th moon of 26th year of Kwangsi.

Sun—Rises.....5hr. 19min.  
Sets.....6hr. 47min.  
High water—Morning.....6hr. 30min.  
Afternoon.....6hr. 0min.  
Low water—Morning.....5hr. 50min.  
Afternoon.....5hr. 58min.

##### ANNIVERSARIES.

1688—Acquittal of the seven Bishops.  
1878—The Foreign Ministers admitted to an audience with the Emperor.  
1887—British sovereignty over Zululand proclaimed.

1893—Indian Mints closed to the coinage of silver.

1896—Fire on the British barque *Glen Calad* in Hongkong Harbour; cargo badly damaged.

1898—Blockade of whole S. coast of Cuba and of San Juan, Porto Rico proclaimed.

General Merritt sailed from San Francisco for Manila.

1899—Cosmopolitan Dock at Shanghai opened.

##### TO-MORROW.

Saturday, 30th June, 1900.

Chinese—4th of 6th moon of 26th year of Kwangsi.

Sun—Rises.....5hr. 20min.  
Sets.....6hr. 47min.  
High water—Morning.....6hr. 50min.  
Afternoon.....6hr. 0min.  
Low water—Morning.....5hr. 33min.  
Afternoon.....5hr. 33min.

##### ANNIVERSARIES.

1607—Cardinal Baronius died.

1685—Archibald Campbell, Earl of Argyll, beheaded.

1840—British expedition to China arrived.

1853—End of the Burmese war.

1861—Sir H. Robinson dismissed all the Chinese headmen of Hongkong.

1876—A section of the Shanghai-Woosung Railway opened.

1891—The Takashima coal mines flooded.

1897—Punitive force ordered to take possession of Poona.

1898—1st Convoy of American troops arrive at Manila—P. & O. steamer *Ganges* entirely destroyed by fire in Bombay.

1899—Russian influence for the removal of Mr. Claude Kinder removed.

##### AGENDA.

##### TO-DAY.

8 p.m.—Regular Meeting of the Lion and Rose Lodge.

##### TO-MORROW.

Noon—Cargo ex *Kintuck* subject to rent.

##### MONDAY, 30th.

The Transfer Books of the H. K. Land Investment and Agency Co., will be closed.

3 p.m.—Public Auction Sale of Crown Land (Lots 321 and 322) at the offices of the P. W. D.

O. S. Co.'s steamer *Ulysses* leaves for Liverpool (direct).

4 p.m.—Cargo ex *Banga* subject to rent.

8.30 for p.m.—Regular Meeting of the Zealand Lodge, at Freemasons' Hall.

### TUESDAY, 3rd.

D. & Co.'s steamer *Elrickdale* leaves for New York via Suez Canal.

N. P. S. Co.'s steamer *Glenogle* leaves for Victoria B.C. and Tacoma.

N. L. steamer *Sambha* leaves for Havre and Hamburg.

C. N. Co.'s steamer *Sungktang* leaves for Manila.

11 a.m.—Public Auction Sale of Valuable Messuages and Premises (Lot 251) by Messrs. Hughes and Hough.

11.30 a.m.—Private Meeting of Shareholders of the Great Eastern and Caledonian Gold Mining Co., Ltd.

### WEDNESDAY, 4th.

N. P. S. Co.'s steamer *Argyll* leaves for Portland Oregon.

11 a.m.—Public Auction Sale of valuable furniture by Messrs. Hughes and Hough.

4 p.m.—C. & O. Co's *Thya* leaves for San Francisco and San Diego.

Cargo ex *Stullgar* subject to rent.

### THURSDAY, 5th.

(About)—"Ben" Line steamer *Renalder* leaves for London via Suez Canal.

Noon—P. M. S. Co's steamer *City of Peking* leaves for San Francisco etc.

### FRIDAY, 6th.

8 p.m.—Regular Meeting of the Lion and Rose Lodge.

### SHIPPING AND MAIL NEWS.

#### MAILS DUE.

French (*Tenkin*) 2nd prox.

American (*Garlic*) 3rd prox.

Canadian (*Empress of Japan*) 10th prox.

American (*Hongkong Maru*) 12th prox.

American (*China*) 20th prox.

The N. Y. K. steamer *Kanagawa Maru*, (Europe Line) left Singapore for this port yesterday, the 28th inst., and is expected to arrive here on the 4th prox.

HONGKONG AND WHAMPOA DOCK RETURNS.

U.S.S. *Monterey*.....at Kowloon Dock

U.S.S. *Brooklyn*....." "

*Changsha*....." "

*Freiburg*....." "

*Banau*....." "

*Goodwin*.....Cosmopolitan

#### PASSED THE CANAL.

Outward—8th June—*Kanagawa Maru*, *Calchas*, *Ehrenborg*, *P. Ferdinand*.

12th June—*Arad*, *Chio*, *Maria Valer*, *Gavril*, *Tonkin*, *Malta*, *Eva*, 13th June—*Oradea*, *Whinn*, *Maria*, *St. Regulus*.

19th June—*Annam*, *Gleanthy*, *Konig Albert*, *Tenkai*.

22nd June—*Serbia*, *Rhipent*, 26th June—*Annam*, *Sado Maru*, *Alesia*, *Yangtze*.

Homeward—5th June—*Malacca*, 8th June—*Prussen*, 12th June—*Ision*, 15th June—*Konigsberg*, 19th June—*Oceanien*, *Sankui Maru*, *Alcinous*, 26th June—*Japan*, *Hamburg*.



## Announcements.

## THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the ELEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, No. 4, Queen's Building, on SATURDAY, the 7th July, at 12.15 P.M., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 30th April, 1900, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on the 23rd June to the 7th July, both days inclusive.

By Order of the Board of Directors,  
GIBB LIVINGSTON & CO.,  
Agents.

Hongkong, 15th June, 1900. [707b]  
THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty-Seventh day of March, 1900, the following RESOLUTIONS were passed:

1.—That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March instant, and since duly registered, the Sum of \$1,500,000 be withdrawn from the Reserve Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each Share being credited with a Sum of \$25 as paid up thereon in addition to the Sum of \$50 now standing to the credit of each Share.

2.—That the Balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a CALL be and is hereby made of \$25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, Limited, their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the Rate of 12 per cent. per Annum upon all Calls remaining Unpaid after the 9th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board,  
A. SHELTON HOOPER,  
Secretary.  
Hongkong, 27th June, 1900. [103b]

## Auctions.



## GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY, the 2nd day of July, 1900, at 3 P.M., are published for general information.  
By Command,  
F. H. MAY,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 16th June, 1900. [803b]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 2nd day of July, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, at Shaikwan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Locality	Area	Annual Rent	Unpaid Price
1	100 ft. by 100 ft.	Shaikwan	10,000 sq. ft.	\$100	\$1,000

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MONDAY, the 2nd day of July, 1900, at 3.15 P.M., are published for general information.  
By Command,  
F. H. MAY,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 16th June, 1900. [804b]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 2nd day of July, 1900, at 3.15 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 21 Years.

## PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Locality	Area	Annual Rent	Unpaid Price
1	100 ft. by 100 ft.	Peak Road	10,000 sq. ft.	\$100	\$1,000

## Masonic.

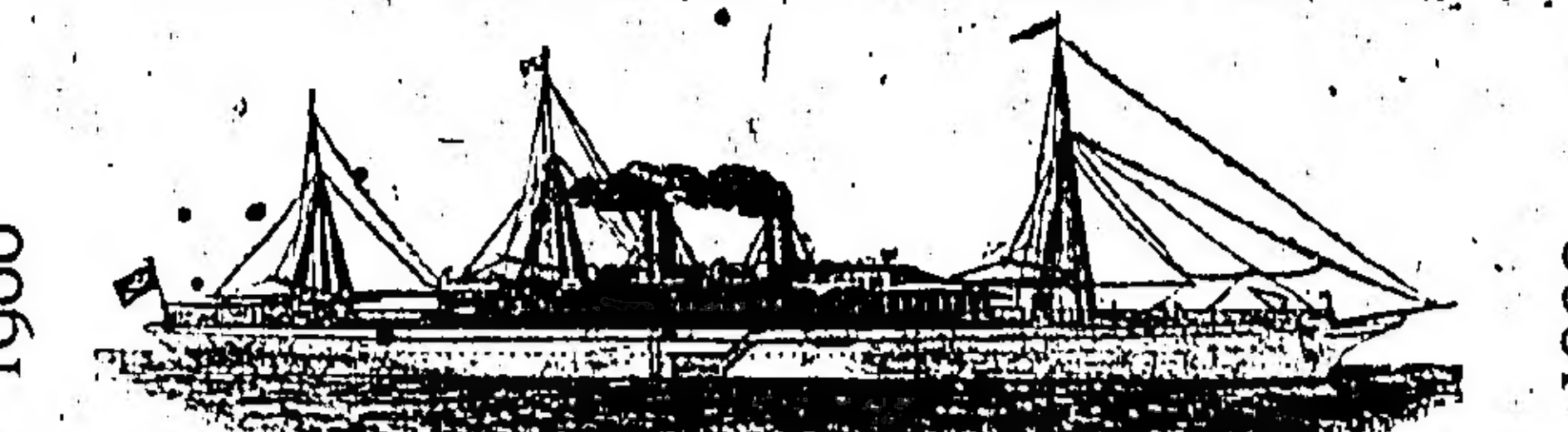
## ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on MONDAY, the 2nd July, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 28th June, 1900. [811b]

## Mails.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 18th July.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 8th August.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 29th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return-tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Fodder's Street.

Hongkong, 27th June, 1900.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

## PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Glencliff...[3,750] W. Finkes...July 3

Queen Adelaide...[2,832] F. McNair...July 25

Duke of Fife...[3,821] J. S. Cox...July 28

Victoria...[3,502] T. Panton...Aug. 7

\* Calling at Astor and Shanghai.

ALSO

FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Argyll...[2,507] S. Thomson...July 4

Monmouthshire...[2,874] J. Kennedy...Aug. 4

Freemantle...[3,601] W. Watt...Aug. 23

Argyll...[2,907] S. Thomson...Sept. 13

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON, £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, £38.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 29th June, 1900. [4]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

## PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Thyra...[3,812] 4 P.M. July 4

Carlisle City...[3,002] about Aug. 20

Sirathgyle...[5,023] about Sept. 13

THE Steamship

"THYRA,"

will be despatched for MOJII, KOBE, YOKOHAMA, SAN DIEGO & SAN FRANCISCO, on WEDNESDAY, the 4th July, at 4 P.M.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 29th June, 1900. [28]



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, GUYLON, AUSTRALIA, INDIA, AIDEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"BENGAL,"

Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 7th July, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 23rd June, 1900. [5]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 14th July, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 7th August, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 1st Sept., at Noon.

THE Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 14th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 19th June, 1900. [2]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SAMBIA...COLOMBO, HAVRE, BREMERHAGEN AND HAMBURG.

G. Schmidt...[LONDON with transhipment in HAMBURG] 3rd July. Freight.

WITTENBERG...HAVRE AND HAMBURG. About 17th July. Freight.

Hempel...[LONDON with transhipment in HAMBURG] July. Freight and Passage.

\*SAVOIA...HAVRE AND HAMBURG. About 27th August. Freight.

Jäger...[LONDON with transhipment in HAMBURG] August. Freight.

ALESIA...HAVRE AND HAMBURG. About 20th August.

Knuth...[LONDON with transhipment in HAMBURG] August.

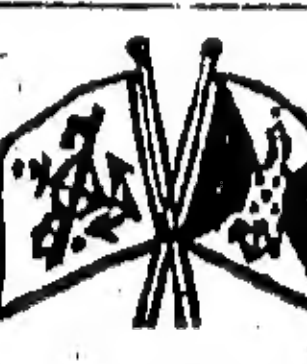
\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CAELOWITZ & Co., Agents.

Hongkong, 26th June, 1900. [6]

## NORDDEUTSCHER LLOYD.



## HAMBURG-AMERIKA LINIE.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SAMBIA...COLOMBO, HAVRE, BREMERHAGEN AND HAMBURG.

G. Schmidt...[LONDON with transhipment in HAMBURG] 3rd July. Freight.

WITTENBERG...HAVRE AND HAMBURG. About 17th July. Freight.

Hempel...[LONDON with transhipment in HAMBURG] July. Freight and Passage.

\*SAVOIA...HAVRE AND HAMBURG. About 27th August. Freight.

Jäger...[LONDON with transhipment in HAMBURG] August. Freight.

ALESIA...HAVRE AND HAMBURG. About 20th August.

Knuth...[LONDON with transhipment in HAMBURG] August.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CAELOWITZ & Co., Agents.

Hongkong, 26th June, 1900. [4]

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 21st July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 15th Aug., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 11th Sept., at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 21st July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 26th June, 1900. [7]

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 5th July







## Intimations.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.  
Sole Agents in the East for the amalgamated  
CLEMENT, HUMBER and GLADIATOR Co., Ltd.,  
DUNLOP TYRES'S BICYCLES—PRICE—\$160.  
A special reliable Watch made for this Climate.  
Quality A.....\$12  
Quality B.....\$12  
40, QUEEN'S ROAD,  
Watson's Building.

WORTH A GUINEA A BOX.

## BEECHAM'S PILLS

FOR ALL  
BILIOUS AND NERVOUS DISORDERS  
SUCH AS  
SICK HEADACHE, CONSTIPATION,  
WEAK STOMACH,  
IMPAIRED DIGESTION,  
DISORDERED LIVER,  
AND FEMALE AFFECTIONS.  
ANNUAL SALE SIX MILLION BOXES.

Prepared only by the Proprietor—  
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the  
EMPIRE OF CHINA—  
WATKINS, LIMITED,  
APOTHECARIES' HALL, 66, Queen's Road  
Central, Hongkong.

AN APPEAL.

THE SUPERIORESS of the ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
the will be pleased to receive orders for all kinds  
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.  
Ladies and Children's Under-clothing Gen-  
dren's Dresses, and all kinds of Embroidery,  
Materials can be supplied, if required.  
The Superioress will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.

Hongkong, 22nd April, 1902.

VISITORS AT THE HONGKONG  
HOTEL.

Aitken, Mr. J. H. Joseph, Mr. and Mrs.  
Angus, Mrs. John E. S.  
Appley, Mrs. G. W. Kitchin, Mr. E. A.  
Bailey, Mr. W. S. Kington, Mr. E. A.  
Bell, Mr. and Mrs. O. L. A. R.  
Blackburn, Com. R. N. L. A. R.  
Bohm, Mr. G. Long, Mr. and Mrs. D. M.  
Bowers, Dr. MacGowan, Mr. R. J.  
Browfield, Mr. Wm. MacGowan, Mr. R. J.  
Brown, Mr. J. W. MacGowan, Mr. R. J.  
Buchanan, Mr. Allen MacGowan, Mr. R. J.  
Byron, Capt. J. and servant  
Carter, Mr. H. B. Mayston, Mr. J. G.  
Clark, Dr. and Mrs. E. S. M. E. A.  
Coleman, Mr. F. Kitchin, Mr. E. A.  
Cotton, Mr. T. S. Kington, Mr. E. A.  
Daly, Miss H. O'Neill, Mr. J. J.  
Daly, Mrs. and maid O'Neill, Hon. P. W.  
Dennoche, Mr. P. C. Ormsby, Mrs. and Miss  
Discombe, Mr. G. M. Ormsby, Mr. Y.  
Drum, Miss Parfitt, Mr. W.  
Evans, Mr. F. Robbins, Mr. S. J.  
Fischer, Mr. H. G. C. Simms, Mr. H.  
Fukumoto, Mr. M. Smith, Mr. D. A.  
Genge, Mr. Spelkner, Mr. J. L. G.  
Glover, Mr. C. Spelkner, Mr. J. L. G.  
Goddard, Capt. Stenning, Mr. G. R.  
Hibbelswaite, Mr. F. W. H. W.  
Howard, Mr. Thos. Whiteley, Mr. W. J. G.  
Houston, Mr. J. S. Wild, Lieut. Bagnall  
Judell, Mrs. and Mrs.

VISITORS AND RESIDENTS AT THE  
PEAK HOTEL.

Anderson, Mr. R. D. Lemke, Mr. and Mrs. R.  
Beattie, Mr. Andrew Mackie, Mr. C. Gordon  
Bonar, Mr. J. W. C. Martin, Mr. R.  
Brayne, Mr. H. F. R. Mitchell, Mr. R.  
Brown, Mr. D. E. Morris, Major & Mrs.  
Brown, Colonel F. Newell, Mr. Stuart G.  
Bryson, Mr. A. Oakley, Mr. H. E.  
Butcher, Mr. Fred. C. Oakley, Miss  
Comrie, Mr. A. F. O'Gorman, Col. H. E.  
Detrick, Mr. E. Pigot, Mrs. Brooke &  
Eskiel, Mr. J. S. child  
Fountain, Mr. & Mrs. Pollock, Mr. H. E.  
A. B. Reilly, Major O. W.  
Forbes, Mr. A. Simpson, Mr. Cecil  
Gompertz, Mr. H. H. Simpson, Mrs. Cecil  
Graham, Mr. D. M. Simpson, Mrs. Cecil  
Griffin, Major W. W. Simpson, Mrs. Cecil  
Gray, Mr. Edward F. Simpson, Mrs. Cecil  
Hay, Mr. J. Tomlin, Mr. E. C.  
Jeffries, Mr. H. U. Watson, Mr. and Mrs.  
Johnston, Mr. R. F. Matcoln  
Kaye, Sir John Lister Whitby, Mr. Jas.  
Lee, Mr. J. E.

CRAIGIEBURN.

Anderson, Mrs. A. Flynn, R.N. Rev. F.  
Anderson, Miss McCarthy, Mr. E. T.  
Anderson, Miss B. McCarthy, Mrs. and  
Andrew, Mrs. M. L. & Mrs. W. M. L.  
Benn, Mr. Arthur and Volpicelli, Consul  
family Madama

EXCHANGE.

Hongkong, June 29th.  
ON LONDON, Telegraphic Transfer 2/6  
Bank Bills, on demand 2/0 1/16  
Credits, 4 months' sight 2/0 7/16  
Dime's, 4 months' sight 2/0 9/16  
ON BERLIN, (demand) M. 2/0 1/16  
ON NEW YORK, Bank Bills, on demand 48  
Credits, 4 months' sight 2/0 1/16  
ON BOMBAY, Telegraphic Transfer 1/49  
On demand 1/50  
ON SHANGHAI, Telegraphic Transfer 69 1/2 nom.  
Private 30 days' sight 1/10 nom.  
ON YOKOHAMA, T.T. 1/10 nom.  
Sovereigns, Bank's Buying Rate 510.26  
Gold Leaf 100 touch, per tael 553.11  
Bar Silver 100 touch, 28 9/16  
Dollars 100 touch, 1 1/2 per cent. prem.

## OPTUM QUOTATIONS.

Hongkong, June 29th.  
New Patna 1,020 per chest.  
Old Patna 1,080  
New Benares 1,020  
Old Benares 1,035  
New Malwa 880/900 per picul.  
Old Malwa 910/950  
Patna, paper tied 880/900

## The Share Market.

## LATEST QUOTATIONS.

(June 29th.)

Companies.	Paid up Capital.	Latest quotation.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation	\$125	300 1/2 premium
The Bank of China & Japan, Limited	£ 5	Nominal
The Bank of China (Ordinary)	£ 4	1/4 buyers
The Bank of China (Deferred)	£ 1	1/4 buyers
National Bank of China, Ltd.	£ 8	3/4
"Do. Founders	£ 1	3/4
<b>Marine Insurance.</b>		
Union Ins. Society of Canton, Ltd.	\$ 50	26 1/2 sales
China Traders' Ins. Co., Ltd.	\$ 25	57 sales
North China Ins. Co., Ltd.	£ 25	1/16
Yangtze Ins. Assoc. Ltd.	\$ 60	1/12
Canton Ins. Office, Ltd.	\$ 50	1/12
Straits Ins. Co., Ltd.	\$ 20	1/12
<b>Fire Insurance.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	29 1/2
China Fire Ins. Co., Ltd.	\$ 20	1/12
<b>Shipping.</b>		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	30 1/4
Indo-China Steam Navigation Co., Ltd.	£ 10	8 1/4
China & Manila S.S. Co., Ltd.	\$ 50	50 1/2 old ex new
"Do. New issue	\$ 50	51 1/2
Douglas Steamship Co., Ltd.	\$ 50	47 1/2
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	1/11
China Mutual S. N. Co., Ltd. (Ord.)	£ 10	10 1/10
China Mutual S. N. Co., Ltd. (Ord.)	£ 5	1/5
Star Ferry Co., Ltd.	\$ 10	1/8
"Shell" Transport & Trading Co., Ltd.	£ 100	1/30
<b>Refineries.</b>		
China Sugar Refining Co., Ltd.	\$ 100	1/10
Luzon Sugar Refining Co., Ltd.	\$ 100	1/10
<b>Mining.</b>		
Punjom Mining Co., Ltd.	\$ 7	5 1/2
Punjom Mining Preference Shares	\$ 1	1/10
Société Française des Charbonnages du Tonkin	Fcs. 250	3/30
Queen Mines, Ltd.	25 cts.	10 1/16
Jebebi Mining and Trading Co., Ltd.	\$ 5	1/12
Raub Altian Gold Mining Co., Ltd.	155. 100	1/57
Oliver Freehold Mines, Ltd.	\$ 5	2 1/2
Wanchai Freehold Mines, Ltd.	\$ 4	1/12
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	1/10
"Do. (Preference)	\$ 1	1/10
<b>Docks, Wharves and Godowns.</b>		
Hongkong & Whampoa Dock Co., Ltd.	\$ 125	5/20 premium
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	8 1/4
Wanchai Wharf & Godown Co., Ltd.	\$ 37 1/2	5/6 buyers
New Amoy Dock Co., Ltd.	\$ 62 1/2	
<b>Lands, Hotels and Buildings.</b>		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	89 1/2
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	1/16
Kowloon Land and Building Co., Ltd.	\$ 30	1/16
West Point Building Co., Ltd.	\$ 50	1/16
Hongkong Hotel Co., Ltd.	\$ 50	1/16
Hongkong Hotel Co., Ltd.	\$ 50	1/16
Humphrey's Estate & Finance Co., Ltd.	\$ 10	10 1/75
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$ 100	1/37
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 60
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 60
Lat-keung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 400
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 57
<b>Cigar Companies.</b>		
Alhambra, Limited	\$ 500	150 per cent.
La Comercial, Ltd.	\$ 500	100 1/2 prem.
Hensiana Limited	\$ 100	5 1/2 premium
<b>Miscellaneous.</b>		
Green Island Cement Co., Ltd.	\$ 10	20 1/2
China-Borneo Co., Ltd.	\$ 15	2 1/2
A. S. Watson & Co., Limited	\$ 10	1/16 sales and
Watkins, Limited	\$ 10	1/10
Hongkong Electric Co., Limited	\$ 10	1/10
Hongkong Electric Co., Limited	\$ 2	1/10
Hongkong and China Gas Co., Ltd.	£ 10	1/16 ex div.
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	1/170
Geo. Fenwick & Co., Ltd.	\$ 25	1/48
H'kong Ice Co., Ltd.	\$ 25	1/16 sales
Tramways Co., Ltd.	\$ 100	1/170
Hongkong and China Bakery Co., Ltd.	\$ 50	1/30 buyers
Campbell, Moore and Co., Ltd.	\$ 10	1/20
Bell's Agencies Eastern Agency, Ltd.	£ 1	1/16 buyers
United Asbestos Oriental Agcy., Ltd.	\$ 10	1/11
United Asbestos Oriental Agcy., Ltd.	\$ 20	1/11
Tebay Planting Co., Ltd.	\$ 5	1/4
Tebay Planting Co., Ltd.	\$ 5	1/4

BENJAMIN, KELLY &amp; POTTS,

Share Brokers.

Telegraph Address—"Relato."

Telephone No. 148.

## VESSELS IN PORT.

Steamers.	
AMICO, German steamer, 771, J. Bendixen, 23rd June, Hongkong 21st June, Coal-Jensen & Co.	
ARGVILL, British steamer, 1,885, W. S. Thomson, 23rd June, Portland via Ports 27th May, General—Dodwell & Co., Ltd.	
BANCA, British steamer, 3,793, Babot, 27th June, London 28th May, and Singapore 21st June, General—P. & O. S. N. Co.	
CALANDA, Norwegian steamer, 865, P. A. Jensen, 24th June, Falmouth 3rd May, General—Order.	
CHANGSHA, British steamer, 1,463, T. Moore, 29th May, Sydney 1st May, Thursday 1d. 10th, Port Darwin 13th, and Manila 27th, General—Butterfield & Swire.	
CHINA, German steamer, 1,113, P. Voss, 24th June, Saigon 19th June, General—Siemssen & Co.	
CHINGTO, British steamer, 1,459, J. E. Williams, 28th June, Sydney 28th May, Brisbane 21st, Townsville 3rd June, Cooktown 4th, Thursday Island 6th, Port Darwin 10th, and Manila 25th, General—Butterfield & Swire.	
CHOW, British steamer, 1,055, J. Williamson, 26th June, Bangkok 18th June, Rice—Butterfield & Swire.	
CITY OF PEKING, British steamer, J. T. Smith, 26th June, San Francisco 29th May, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai 23rd June, Mails and General—P. & O. S. N. Co.	
FAUSANG, British steamer, 1,410, T. A. Mitchell, 17th June, Hongkong 14th June, Coals—Jardine, Matheson & Co.	
FREIBURG, German steamer, 1,970, Prosch, 1st June, Bremen and Hamburg 12th April, General—Siemssen & Co.	
GLENOCLE, British steamer, 2,498, W. Franks, 24th June, Tacoma, U.S.A. 30th May, Yokohama 16th June, Kobe 18th, and Moji 19th, General—Dodwell & Co., Ltd.	
GOODWIN, British steamer, 2,832, A. Jackson, 4th June, Tacoma, U.S.A. 26th April, General—Dodwell & Co., Ltd.	
HAITAN, British steamer, 1,183, J. S. Roach, 28th June, Foochow 25th June, Amoy 26th, and Swatow 27th, General—Douglas, Laiprak & Co.	
HANOI, French steamer, 507, Goodman, 27th June, Haiphong and Hanoi 26th June, General—A. R. & Co.	
LYEEMOON, German steamer, 1,238, G. Heuer, 27th June, Canton 26th June, General—Siemssen & Co.	
MAZAGON, British steamer, 3,279, R. T. L. Cook, R.N.R., 28th June, Kobe 16th June, General—P. & O. S. N. Co.	
MILOS, German steamer, 1,694, T. Hille, 10th June, Seattle, U.S.A. 6th May, Flour and Lumber—Order.	
ON SANG, British steamer, 1,787, J. Young, 24th June, Saigon 20th June, Rice and Flour—Jardine, Matheson & Co.	
PHRA NANG, German steamer, 1,201, A. S. Calder, 23rd June, Bangkok 16th June, General—Butterfield & Swire.	
ST. ANDREW, Norwegian steamer, 1,971, H. S. Hagen, 9th June, Saigon 5th June, Rice—Arnhold, Karberg & Co.	
SIAM, British steamer, 992, H. N. Holton, 17th June, Bangkok via Koh-si-chang 10th June, Rice and Timber—Bradley & Co.	
SUNGLAING, British steamer, 1,021, S. W. Moore, 15th June, Manila 12th June, General—Butterfield & Swire.	
TANISU, Japanese steamer, 1,007, K. Sobajima, 28th June, Amoy and Swatow 27th June, General—Mitsui Bussan Kaisha.	
THYRA, Norwegian steamer, 2,419, J. D. Edvardson, 27th June, Portland, Or. 21st May, and Shanghai 23rd June, General—Butterfield & Swire.	
<b>Sailing Vessels.</b>	
EMERALDA, British schooner, 130, J. T. Harison, 14th April, Guang 26th March, General—Jardine, Matheson & Co.	
FRANZ, Danish bark, 189, Pedersen, 23rd April, Barry 5th Oct., 1899, and Anjer 13th Feb., Coal—E. A. Trading & Co.	
GLENSHU, British bark, 860, A. E. Burn, 20th June, Kobe 29th May, Ballast—Order.	
J. B. WALKER, American ship, 2,106, Wallace, 2nd June, Yokohama 5th May, Ballast—Siemssen & Co.	
KWAI-SU MARU, Japanese schooner, 628, Mase, 19th June, Moji 30th May, Coals—Master.	
L. SCHEFF, American ship, 1,673, Chas. S. Kendall, 15th June, Hakodate 6th May, Ballast—Master.	
STANFIELD, British bark, 662, Wilson, 22nd June, Rangoon 2nd June, Timber—Master.	
TAM O'SHANTER, American ship, 1,432, Ballard, 16th May, New York 6th Jan., Kerosine—Standard Oil Co.	
VALE OF DOON, British bark, 669, J. Petersen, 23rd June, Rajang and June, Timber—Sander, Wisland & Co.	
VALKYRIE, British bark, 490, Hall, 23rd June, Rajang 3rd June, Timber—Order.	
<b>HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.</b>	
Hongkong, June 29th, 1900.	
Alacrity, despatch vessel, 1,700 tons, 10 6-p. guns, 3,000 h.p., Commander G. G. F. M. Craddock, Shitau.	
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. R. H. J. Stewart, Taku.	
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Wei-hai-wei.	
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain G. J. S. Warrender, Taku.	
Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 h.p., Commander A. H. Smith, Dornier, Hongkong.	
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Bourchier Wrey, Bart, Singapore.	
Centurion, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Taku.	
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Com. C. W. Winnington-Ingram, Shanghai.	
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Taku.	
Eis, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. C. Chidwick, Shanghai.	
Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 h.p., Lieut. Com. W. J. Keyes, Taku.	
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.	
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. H. H. Holden, Hongkong.	
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Com. J. G. Armstrong, Hongkong.	
Hermione, British cruiser, 4,360 tons, Capt. R. S. D. Cumming, Shanghai.	
Humber, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Wei-hai-wei.	
Janus, torpedo-boat destroyer, Lt. and Comdr. R. G. Corbett, left England.	
Linnar, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Shanghai.	
Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Taku.	
Oller, torpedo-boat destroyer, Lieut. and Com. H. O. Wilkin, D.B.O., Hongkong.	

*Pascoe*, 1st class gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut. Comdr. C. P. R. Coode, Shanghai.

*Phanix*, British sloop, 1,015 tons, 6 guns, Comdr. R. G. Fraser, Wei-hai-wei.

*Pigmy*, 1st class gunboat, 755 tons, 6 guns, 1,100 h.p., Lieut. Comdr. J. F. E. Green, en route Taku.

*Pique*, twin screw, class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, en route Taku.

*Plaver*, 1st class gunboat, 453 tons, 6 guns, 1,400 h.p., Lieut. Comdr. O. V. de M. Cowper, Hongkong.

*Redpoll*, British gunboat, 855 tons, 6 guns, Lieut. Com. C. F. Corbett, Canton.

*Robin* British river-gunboat, 2 guns, Lieut. Com. G. G. Webster, on the West River.

*Rosario*, British sloop, 980 tons, 6 guns, Capt. C. Hamilton, North.

*Sandpiper*, British river-gunboat, 2 guns, Lt. Comdr. Farr, on the West River.

*Swift*, gun-vessel, 765 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Hongkong.

*Tamar*, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

*Terrible*, British cruiser, 14,200 tons, 30 guns, 25,000 h.p., Captain Percy Scott, C.B., Taku.

*Tweed*, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve at Hongkong.

*Undaunted*, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, North.

*Waterwitch*, surveying vessel, 520 tons, Lieut. Commander W. O. Lyne, Shanghai.

*Whiting*, twin screw, torpedo-boat destroyer, 360 tons, 6,000 h.p., Lieut. and Comdr. Mackenzie, en route Nagasaki.

*Wiven*, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.

*Woodcock*, British gunboat, 2 guns, 560 h.p., Lieut. Comdr. Watson, on the Yangtze.

*Woodlark*, British gunboat, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, on the Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

**Miscellaneous.**

*Liberal*, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

*Presidente Sarmiento*, Argentine cruiser, 2,850 tons, Capt. Beibeder, Manila.

*Zaire*, Portuguese gunboat, 600 tons, Captain Fonto, Macao.

*Zenta*, Austrian cruiser, 2,500 tons, Captain Edward Thoman-von Montalmar, Swatow.

**FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.**

**The Russian Squadron.**

*Admiral Korniloff*, Russian armoured cruiser, 5,000 tons twin screw, 35 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.

*Aleout*, Russian gunboat, 80 tons, 8 guns, 1,200 h.p., Captain Eliskis, at Nagasaki.

*Beluga*, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.

*Dimiri*, Russian armoured cruiser, 1,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Shapiro, at Taku.

*Gaidamak*, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.

*Gremiatzky*, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Mikhalchuk, at Taku.

*Koryvet*, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

*Manjuria*, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.

*Navarin*, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Venish, at Nagasaki.

*Nayadnik*, Russian cruiser, 1,344 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

*Otvaru*, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copranoff, at Nagasaki.

*Petropavlovsk*, Russian battleship, 12,000 tons, Capt. Greval, at Japan.

*Rosita*, Russian armoured cruiser, 12,000 tons, 22 guns, 14,500 h.p., Capt. Demojiroff, at Taku.

*Rodnyk*, Russian cruiser, 1,330 tons, Capt. Komaroff, at Manila.

*Rurik*, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

*Silach*, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

*Sisni*, Russian battleship, 10,000 tons, 18 guns, 3,500 h.p., Capt. Molias, at Taku.

*Sivuch*, Russian gunboat, 650 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatoff, at Nagasaki.

*Sueborg*, 1st class, Russian torpedo boat, 66 tons, 3 guns, 2 torp. tubes 780 h.p., speed 19 1/2 knots.

*Vladimir Monomach*, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

*Vorotch*, Russian torpedo gunboat, 4 guns; 650 h.p., Com. Molchousky, at Nagasaki.

*Vrsadnik*, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Roguloff, at Taku.

*Zablika*, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkuff, at Nagasaki.

**(1st and 2nd class.)**

*Fort*, Russian torpedo boat, 23 tons, 1 gun, 200 h.p., 16 knots.

*Janichich*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

*Nargen*, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.

*Neversink*, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.

*Podorski*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Sisik*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Skorpio*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Soolchenna*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

*Sterlad*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Strass*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

*Sungari*, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

**RUSSIAN TORPEDO FLOTILLA**  
(SEA GOING.)

*Borgo*, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp. tubes 1,100 h.p., speed 21 knots.

*Reuel*, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp. tubes 780 h.p., speed 22 knots.

*Usur*, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

\* Flagship of Vice-Admiral Alexievoff.

\* Flagship of Rear-Admiral F. V. Dubossioff.

\* Flagship of Rear-Admiral Requinoff.

**THE FRENCH SQUADRON.**

*Bengali*, 1st class dispatch-boat, Lt. Comdr. De La Croix de Castries, at Haiphong.

*D'Entricastrou*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Taku.

*Descartes*, and class protected cruiser, 4,000 tons, 36 guns 631 h.p., Captain Philibert, at Taku.

*Eury*, Dispatch-transport, Capt. Vallée, at Saigon.

*Jean Bart*, 1st class cruiser, 4,500 tons, 18 guns, 5,000 h.p., Capt. Aubin, at Taku.